B. F. TAYLOR,
Stevedor.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1741. 光緒二十六年十二月二十日 THURSDAY, JANUARY 31, 1901. 四拜禮 第一冊正月三十一號 香港英文 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED	Yen 24,000,000
CAPITAL PAID-UP	„ 18,000,000
CAPITAL UNCALLED	„ 6,000,000
RESERVE FUND	„ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% „ „ 6 „
5% „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital	£1,000,000
Paid up Capital	£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND.—	
Sterling Reserve $10,000,000	$12,000,000
Silver Reserve ..... $ 2,000,000	
RESERVE LIABILITY OF PROPRIETORS.	$10,000,000

COURT OF DIRECTORS:
N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
The Hon. R. M. Gray.
A. Haupt, Esq. | R. L. Richardson, Esq.
The Hon. J. J. Keswick | P. Sachse, Esq.
D. M. Moses, Esq. | H. W. Slade, Esq.
A. J. Raymond, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 22nd December, 1900. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$2.00 Per Cask of 375 lbs. Net ex Factory.
$1.00 Per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.	*Peninsular**	T. Leigh	Noon, 2nd Feb.	Freight or Passage.
SHANGHAI	*Parramatta*	A. Symons	About 2nd Feb.	Freight or Passage.
MARSEILLES and LONDON	*Java*	G. W. Gordon, R.N.R.	Noon, 9th Feb.	Freight or Passage.

* (See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY" ..... 7,240 tons ..... March 30th ..... } MARSEILLES and LONDON (Direct).
S.S. "SOBRAON" ..... 7,382 tons ..... April 27th ..... } WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 28th January, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 6th February.
*SACHSEN**	WEDNESDAY, 20th February.
KIAUTSCHOU,* Hamburg-Amerika Linie	WEDNESDAY, 6th March.
*BAYERN**	WEDNESDAY, 20th March.
STUTTGART	WEDNESDAY, 3rd April.
*KONIG ALBERT**	WEDNESDAY, 17th April.
PRINZ HEINRICH	WEDNESDAY, 1st May.
PRINZESS IRENE	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 6th day of February, 1901, at NOON, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain A. Krech, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 23rd January, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

"QUEEN'S CHOICE" LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS
TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.
It possesses a delicate aroma, and is of great age and guaranteed purity.

$12 Per Dozen.

THE VICTORIA DISPENSARY
AGENTS.

25]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [31

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

17]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [16

BOAR'S HEAD.

FINEST BOTTLING OF

GUINNESS'S STOUT } $22 per Cask of
BASS ALE ..... } 8 doz. Pints.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 16th January, 1901. [20

CHAMPAGNES.

Telephone No. 75.

POMMERY and GRENO, Sec. and Extra Sec.
LOUIS ROEDERER, Grand Vin Sec.
BOLLINGER, Vin 1893.
KRUG, Vin 1893.
GIESLER, Extra Superior.
PIPER-HEIDSEICK, Vin 1892.
LANSON, Vin 1893.
IRROY CARTE D'Or., Vin 1893.
C. H. DARGONNE, Vin 1892.
PAUL DOMMIER, Vin 1889.

Sole Agents for above Brands,

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,

Hongkong, 16th January, 1901. [15

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-NINTH ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 5th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the Appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd January to 5th February, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 15th January, 1901. [66c

THE KOWLOON LAND AND BUILDING CO., LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 7th February, 1901, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1900.

The Register of Shares of the Company will be CLOSED from SATURDAY, the 26th January, to THURSDAY, the 7th February, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
The Hongkong Land Investment and Agency Co., Limited.
Agents for
The Kowloon Land and Building Co., Limited.

Hongkong, 21st January, 1901. [95c

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Coporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of February next, at NOON, for the purpose of receiving the Report of the Court of Directors with the Statement of Accounts to 31st December, 1900.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 28th January, 1901. [126c

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 2nd to the 16th day of February (both days inclusive) during which period no TRANSFER of SHARES can be registered.

By Order of the Board of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 28th January, 1901. [127c

HONGKONG ICE COMPANY, LIMITED.

THE TWENTIETH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Company, Pedder Street, at 12.30 P.M., on MONDAY, the 11th February, to receive a Statement of the Company's Accounts to the 31st December, 1900, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 11th February, both Days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th January, 1901. [123c

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the BOARD of DIRECTORS of the Company, held at the COMPANY'S OFFICE, No. 14, Des Vœux Road Central, Victoria, Hongkong, on FRIDAY, the 4th day of January, 1901, the following RESOLUTION was passed:—

"That in pursuance of the Special Resolutions passed on the 8th day of December, 1900, and confirmed on the 24th day of December, 1900, a Call of One Dollar per Share be made upon all the Holders of Ordinary Shares in the above Company, and the same is hereby made. Such Call to be paid to the Bankers of the Company, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, Victoria, Hongkong, on or before the 20th day of February, 1901.

And Notice is also given that in Accordance with Article 24 of the Company's Articles of Association, interest at the rate of $10 per Centum per Annum will be charged upon all Calls remaining unpaid after the 20th day of February, 1901, up to the actual dates of payment of the same.

Shareholders are requested to note that, upon presentation at the Office of the Company of the Bankers' receipt for payment of the Call, and surrender of existing Certificates of the Shares pertaining thereto, New Shares Certificates will be issued bearing an endorsement of the payment of the said Call.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.

Hongkong, 19th January, 1901. [89c

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901. [80c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [124c

Intimations.

ROBINSON PIANO CO., LIMITED.

HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS
OF
IRON-FRAMED
PIANOS.
$215, $290, $345, $400.

HAAKE, METZLER, WERNER.

WE personally searched Germany and England thoroughly and found nothing to come near these. They are altogether *unequalled in the Colony.* Please see them before buying.

Others by
COLLARD, BRINSMEAD, RAUHALS.
HIRE PAYMENT SYSTEM,
if required. [26

AMERICAN MACHINERY.

WE have OPENED a MACHINERY DEPARTMENT, and are prepared to Furnish Prices, &c., on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINIST'S SMALL TOOLS, BUILDER'S HARDWARE, &c.

Made in AMERICA, (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong.

3rd January, 1901. [43c

Auctions.

GOVERNMENT NOTIFICATION.
No. 32.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,
the 4th day of February, 1901, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 19th January, 1901. [128c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 4th day of February, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rent.	Deposit.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1,626 / 1,627	Peak Road..... /	40 / 77	40 / 94.6	50 / 118	50 / 115	2,000 / 9,043	14 / 99	2,085

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. JAMES EDWARDS to Sell by
PUBLIC AUCTION,
on
TUESDAY and WEDNESDAY,
the 5th and 6th February,
Commencing each day at 2.30 P.M.,
at No. 28, Des Voeux Road, the Top Floor of the late Office of
Messrs. DOUGLAS, LAPRAIK & Co.
THE WHOLE OF THE
HOUSEHOLD FURNITURE, BILLIARD TABLE, PIANO, BOOKS, FIXTURES, &c.
The Property of the
"MARINE CLUB."
Comprising:—
DRAWING, DINING and BED ROOM FURNITURE.
OVERMANTELS, PICTURES and ORNAMENTS.
CROCKERY, GLASS and PLATED WARE.
One full-sized English BILLIARD TABLE.
One COOKING RANGE.
SUNDRY BOOKS.
&c, &c, &c.
Catalogues will be issued.
TERMS OF SALE:—As customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 29th January, 1901. [132c

Masonic.

ZETLAND LODGE
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st February, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 25th January, 1901. [110c

To-day's Advertisements.

HARMSTON'S
GRAND CIRCUS
AND
ROYAL MENAGERIE.

"THE JANSONS"—TO-NIGHT!
"THE JANSONS"—TO-NIGHT!
"AJAX"—TO-NIGHT!
"SISTERS FREZAGONDA," TO-NIGHT!

AND OUR ALL STAR COMPANY.

EVERY EVENING.

DOORS OPEN at 8 P.M. COMMENCE at 9 P.M., Sharp.

N.B.—Positively no Half-price to Evening Shows.

LOCATION { RECREATION GROUND (Near the RACE COURSE).

GRAND MATINEE,
SATURDAY, FEBRUARY 2ND.

Doors Open at 2.30 P.M. Commence at 3.30 P.M.

Children Half-price to all Matinees.

POPULAR PRICES.

Box Office:—ROBINSON PIANO Co., Queen's Road.

Soldiers and Sailors in Uniform Half-price to Chairs and Stalls.

ROBERT LOVE .....Manager.
Col. CHAS. B. HICKS.....Representative.
Hongkong, 31st January, 1901. [64c

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION, IN 6 LOTS, On FRIDAY, the 8th day of February, 1901, at 3 P.M., at his SALES ROOMS.

The following VALUABLE LEASEHOLD PROPERTY situate in POKFOOLUM ROAD and THIRD STREET, viz:—

LOT 1.—All that Piece or Parcel of Ground situate at Victoria, in the Colony of Hongkong and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square feet. Term 999 years, Annual Crown Rent $26.

LOT 2.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section C of Inland Lot No. 797. Area 4,900 Square feet. Term 999 years. Annual Crown Rent $31.50.

LOT 3.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section D of Inland Lot No. 797. Area 3,900 Square feet. Term 999 years. Annual Crown Rent $26.

LOT 4.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section E of Inland Lot No. 797. Area 4,400 Square feet. Term 999 years. Annual Crown Rent. $30.

LOT 5.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section F of Inland Lot No. 797. Area 4,855 Square feet. Term 999 years. Annual Crown Rent $31.

LOT 6.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in Land Office as The Remaining Portion of Inland Lot No. 797. Area 11,970 Square feet. Term 999 years. Annual Crown Rent $80.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER,
12, Queen's Road Central,
Hongkong,
Solicitors for the Vendor's,
or to
THE AUCTIONEER.

Hongkong, 31st January, 1901. [137c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of $15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Vœux Road Central.

Dated Hongkong, 31st January, 1901.

ELLIS KELLY,
General Manager.

140c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship
"HAILOONG,"
Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 1st February, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 31st January, 1901. [136c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"PERLA,"
Captain R. W. Almond, will be despatched as above on TUESDAY, the 5th February, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 31st January, 1901. [141c

To-day's Advertisements.

BANK HOLIDAY.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on SATURDAY, the 2nd February, the Day of the FUNERAL of our late SOVEREIGN LADY, QUEEN VICTORIA.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. P. COCHRANE,
p. Manager.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
J. C. BERGENDAHL,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK,
H. SCHOTTLAENDER,
Acting Manager.

Hongkong, 31st January, 1901. [138c

NOTICE.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on SATURDAY, the 2nd February, the Date of the FUNERAL of our late SOVEREIGN LADY, QUEEN VICTORIA.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Managers,
HONGKONG FIRE INSURANCE CO., LIMITED.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED,
W. J. SAUNDERS,
Secretary.

For the NORTH-CHINA INSURANCE CO., LD.,
W. H. PERCIVAL,
Agent.

For the CHINA TRADERS' INSURANCE CO., LIMITED,
W. H. RAY,
Secretary.

For the YANGTSZE INSURANCE ASSOCIATION, LIMITED,
SHEWAN, TOMES & Co.,
Agents.

For the CHINA FIRE INSURANCE CO., LD.,
GEO. L. TOMLIN,
Secretary.

Hongkong, 31st January, 1901. [139c

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.
(For Invalids and General Use.)

	Per doz. Case.
B.—VINTAGE, superior quality, Red Capsule.....	$14.40
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....	16.20
D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule *(Old Bottled)*	20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 31, 1901.

NOTES AND COMMENTS.

The Education Question.

We think that His Lordship the Bishop will have earned the approval and respect of the whole of the European community of the Colony, as he most certainly has ours, by his very sensible remarks, made at the prize distribution at the Diocesan School, on the subject of separating the Chinese and European children in the schools of Colony. The fact that there is no purely European school in the Colony is not only a disgrace to our boasted civilization but is one of the greatest hardships attendant upon life in Hongkong.

The poorer European cannot afford to send his children home to receive their education, and he is dependent upon the schools in the Colony, at all of which, without exception, his children must sit side by side and receive instruction with Chinese and other Asiatics. We do not mean to say that every boy or girl is contaminated by being thus associated with Asiatics, but the danger of moral contamination exists and will always appeal to the European parent in a more or less unpleasant manner. That association with the Asiatic is liable to lead to moral degeneration nobody who has had any experience of children educated in Hongkong will for a moment deny. It is generally most apparent in a want of that high code of honour which is the attribute of the English schoolboy and, as juvenile impressions have a great effect upon after life, this poor sense of honour is liable to remain and to affect the after career of the locally educated child.

As the Bishop remarked, a Chinaman should be educated as a Chinaman and not as half English half Chinese, and the same remark applies even more forcibly to the children of European parents. Of course some will say that it would be wrong to try to deprive the Chinese children of the benefits of association with the children of Europeans. If any parents are of this opinion they would be perfectly at liberty to send their children to a mixed school, where they could exert their beneficial influence for the reformation of the Chinese collectively and individually to the full extent of their own or their parents' desires. We greatly fear, however, that the English boy has little influence for good upon the Chinese and we are perfectly sure that the Chinese boy does not exert a good influence upon the English.

We do not see why the Government should not either four l a separate school for the children of Europeans or at least set apart a certain portion of Queen's College for their accommodation, where they would receive an education apart from the Chinese. It was the British who made the founding of the Colony of Hongkong possible, and it is to the children of the British that we must look to carry on the Colony and, this being the case, it is surely better that the governed and governing classes should be separated as widely as possible in their schooldays. We thoroughly agree with the Bishop and shall be pleased to publish any letters from persons interested in the subject of an English Education for the English child.

A Hint to the Sanitary Board.

In his lecture on the Malarial Mosquito last night, Dr. THOMSON pointed out that the breeding of goldfish was carried on in the western part of the City and that the Chinese engaged in this industry bred mosquitos on which to feed the fish. He also stated that a very large percentage of these mosquitos are *Anopheles*. Surely this is a matter that might well be taken up by the Sanitary Board, for the breeding of *Anopheles* is just as dangerous to public health as the importing of infected cattle. We hope to see something done in this matter without delay. The Board might at least have the subject enquired into and reported upon.

The Kin Lien Shan Case.

Our readers will doubtless remember that, many months ago, a Mr. KIN LIEN SHAN was arrested at Macao at the instance of the Chinese Authorities, who sought his extradition on the ground that he had embezzled large sums from the Imperial Chinese Telegraphs. Mr. KIN was brought before the Portuguese Authorities and his case gone into, the Chinese Government failing to show that they had anything more than a civil claim against him. We now hear that the gentleman is still detained in custody at Macao. Surely this is a case that the Macao Authorities should take in hand immediately. If, in all these months, the Chinese have failed to establish evidence of any crime, the unfortunate man should be given his liberty. We recommend the matter to the attention of His Excellency the Governor of Macao, and trust that our Portuguese contemporaries will also jog his memory upon the subject.

REUTER'S TELEGRAMS.

THE LATE QUEEN'S FUNERAL.

LONDON, January 29th.

The King has directed that Saturday shall be observed as a day of general mourning, the banks closed and business suspended.

GREAT BRITAIN AND GERMANY.

The King has invested the Crown Prince of Germany with the order of the Garter at Osborne in the presence of the Emperor William and other royalties. The ceremony was a brilliant one. The King's impromptu speech was deeply impressive.

THE DUKE OF YORK'S VISIT TO AUSTRALIA.

There are various indications that the Duke of York's visit to Australia has not been finally abandoned.

WEATHER REPORT.

The Observatory report says:—

On the 31st at 12.5 p.m. barometric changes are slight. Pressure is highest over N. China, and gradients continue moderate with fresh monsoon on the coast, and in the N. part of the China Sea. Forecast:—Fresh N.E. winds; fine.

LOCAL AND GENERAL.

A NURSE, to take charge of children on the voyage home, is advertised for from Penang.

A NOTICE appears in our advertisement columns to the effect that a call of $15 on the shares of the Universal Trading Co., Ltd., is payable on 31st March next.

MR. CHAMBERLAIN has given his sanction to the establishment of a botanic station in the Seychelles, which, with the co-operation of the Director of Kew Gardens, was started on Jan. 1st.

A YOUNG woman met with a fatal accident this morning. She fell from the second floor verandah of 307, Queen's Road, and died shortly after the fall. The body was picked up in the street and conveyed by the police to the mortuary.

WE hear that H.M.S. *Argonaut* is expected to arrive here from Amoy on or about Monday next. So far it is not known if she is merely to draw stores and go north or whether she will make a stay here for some alterations to be carried out in her engine room.

AT the Council Chamber to-day the oaths of allegiance of the two Magistrates, Messrs. F. A. Hazeland and G. H. Kemp, the Captain Superintendent of Police, Hon. F. H. May, C.M.G., the Deputy Superintendent, Mr. J. F. Baddeley and the Assistant Superintendent, Mr. G. R. Hallifax, were taken.

TWO million penny stamps, comprising the new issue of New Zealand postage stamps with which that colony was to inaugurate penny postage on January 1, are now on their way to the Antipodes. The 2,000,000 stamps now on the way do not represent a very large stock, for the colony uses 72,000,000 of all values in the course of a year.

TYPHOID fever is said to be prevalent in Amoy just at present, a European being down with the disease. As all the water on Kulangsu Island, where the Europeans reside, is drawn from wells, it is probable that the disease will be traced to a contaminated water supply. The wonder is that typhoid is not of more frequent occurrence at the Coast Ports.

IT is pleasant to see the tables turned now and again upon the squeezing ricksha coolie as was the case at the Magistracy yesterday, when Mr. Kemp imposed a fine of ten dollars on one of these extortioners for demanding more than a legal fare. The worst of it is though, that few Europeans can afford to waste an hour or so at the Magistracy over a ricksha fare.

LORD Halsbury was once described by a distinguished judge as a Welshman. The Lord Chancellor, who is, in fact, sprung from Hiberno-Devonian ancestors, explained that he was not a Welshman, "though" he added, "I have made a good deal of money out of Welshmen in my time." "Well, well," said the judge, "we may call you a Welshman by extraction."

WHEN are Hongkong landlords going to cease from squeezing the last possible dollar out of their unfortunate tenants? A case has just been reported to us in which the rent of a shop has been trebled at one fell swoop. If things go on at this rate we shall soon all have to live in the street or starve. We are assured that many residences in Hongkong are now let at rents that pay for the house in less than five years. Happy landlords—miserable tenants!

A WRITER in *La Yacht* is advising his seafaring countrymen to take lessons in cable-cutting. He points out that in case of war, the ocean cables are one of England's vulnerable points, and that the gentle art of severing the cables requires ability which it would be too late to acquire by the necessary practice when war had actually broken out." How our friends are going to get the practice in time of peace he does not explain, adds the *Shipping World*.

POLLARDS OPERA COMPANY.

ENTHUSIASTIC FAREWELL.

A crowded house assembled at the theatre last night to see the farewell performance by Pollard's Lilliputian Opera Company. The popular youngsters played "The Geisha" and it went off splendidly. Loud applause greeted the performers continually and many bouquets were presented to them. All came in for their share, and a finish was arrived at by a very late hour. After the performance was over Mr. Moulton, the able musical director, rose from his seat at the piano and said he had to thank the public of Hongkong, on behalf of the management, for the splendid reception which had been accorded to the company. The performers themselves wished to thank them for their numerous gifts, invitations, and kindnesses and he hoped that they would be received as heartily at Manila, for which place they would leave to-day. However, after a tour, comprising Manila, Kobe, Tientsin and Shanghai, they would return to Hongkong. They would probably be absent about three months, and he thought they could not do better now than join in singing "Auld lang syne." The performers then led the way in singing it and uproarious applause followed. "God save the King" then brought a conclusion to a very successful performance.

The Company have our best wishes for a successful tour, and Hongkong will no doubt welcome them back on their return.

Yesterday afternoon at 3.30 p.m. the Pollard's Lilliputians gave their final Matinee, when the ever popular opera The Geisha was again given, and it proved a delightful treat to the numerous young folk and older people there assembled. The young performers seemed to enjoy the Geisha as much as the audience, and went through the different parts with a swing and verve there was no mistaking.

LEGISLATIVE COUNCIL.

This afternoon, a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency Sir Henry Blake, G.C.M.G., H.E. Major-General W. Gascoigne (Commanding the Troops), the Hon. J. H. Stewart-Lockhart (Colonial Secretary), the Hon. A. M. Thomson (Colonial Treasurer), the Hon. W. Meigh Goodman (Attorney General), the Hon. R. D. Ormsby (Director of Public Works), the Hon. F. H. May, C.M.G. (Captain Superintendent of Police), the Hon. Basil Taylor (Acting Harbour Master), the Hon. C. P. Chater, C.M.G., the Hon. Dr. Ho Kai, the Hon. J. Thurburn, the Hon. J. J. Keswick, the Hon. Wei A Yuk, and Mr. R. F. Johnston (Acting Clerk of Councils.)

His Excellency the Governor said that before reading the minutes, the members of the Council would take the oath of allegiance to the King, Edward VII. The members of the executive committee had already taken the oath, so only those who had not done so, would take it now.

The minutes of the last meeting were then read by the clerk of Council.

H. E. The Governor then said:—Honmembers of the Legislative Council: Before proceeding with the business I will propose for the acceptance of the Council a resolution expressing our heartfelt loyalty to His Majesty King Edward VII. The Governor then said that two days ago they were joined by many of the principal residents of the Colony in proclaiming His Majesty as their rightful sovereign lord. They did so according to the ancient custom of England and in the nearest available centre of the population, and they did so solemnly and with hearts fully believing that a worthy king had come to reign over them, succeeding His incomparable Queen and mother, who had been the embodiment of everything that was good, noble and Queenly. His Majesty's life had long been public property and they all knew and loved him as a man, for his personal qualities and his kingly virtues. He had never as a Prince been wanting in his public duties and only those who had the good fortune to be in close connection with His Majesty would know how devoted he was to the interest of good. He had had the high honour of being under His Majesty's notice, and he felt how true was the instinct of the British people in proclaiming him to the throne. Our beloved Queen's successor would be a great and worthy sovereign for our vast empire.

His Excellency then proposed the following resolution:—

We, the members of the Legislative Council beg with profound respect to express to your Majesty, on the occasion of your Accession to the throne of your Majesty's ancestors, our sentiments of devotion and loyalty to your Majesty.

We pray that God's blessing may rest upon the successor of the revered and noble Queen whose memory is so lovingly enshrined in the hearts of her people, and we pray that to your Majesty there may be granted a happy and glorious reign over a united and prosperous people.

Hon. C. P. Chater C.M.G. seconded the resolution. It was with very great pleasure that he rose and he was sure the resolution would be carried with acclamation, and be fervently endorsed by all his Majesty's loyal subjects in this Colony. He ventured to say that though one of the most distant dependencies of the great empire over which King Edward VII had been suddenly called to rule, there was no more loyal community than this, of which he was proud to be one of the representatives. In no British Colony was Her Majesty more sincerely mourned and in none would His Majesty the King find readier sympathy in the regal duties which he was so eminently fitted to discharge, but which entailed such weighty responsibilities. While keenly feeling the great loss, it was no small consolation to know that Her Majesty had left one whose mature judgment, ripened experience and ready tact would carry him through difficulties and guide him to safe conclusions in great crises, for her successor. That His Majesty would enjoy a prosperous reign was indeed the prayer of His subjects of whatever race or creed.

Hon. Dr. Ho Kai said:—Sir, on behalf of my colleague and myself and those whom we have the honour to represent on this Council, I have much pleasure in supporting most cordially the resolutions that have been so eloquently proposed by your Excellency and seconded by the Honourable the Senior Unofficial member.

In the deep and univeral gloom into which we have all been plunged by the sad death of our beloved Queen, the accession of His Most Gracious Majesty Edward VII to the throne has been the one bright spot, the silver lining as it were of the dense black cloud over-hanging the whole empire. In His Majesty we have a most worthy successor to our glorious and noble Queen and on him we may confidently rest our hope of the future, for the continued greatness, prosperity, and happiness of the vast British Empire. May His Majesty have a long, happy, and glorious reign is the humble wish and fervent prayer of all His Majesty's loyal and devoted Chinese subjects in this Colony of Hongkong.

The resolution was then carried with acclamations, the members standing.

FINANCIAL.

The financial minutes were then referred to the Finance Committee.

The Colonial Secretary laid on the table report of the Finance Committee (No. 22).

PUBLIC WORKS.

Hon. R. D. Ormsby laid on the table the report of the proceedings of the Public Works Committee for the past year.

THE PUBLIC HEALTH.

The Attorney General moved the First reading of a Bill entitled An Ordinance to consolidate and amend the laws relating to Public Health in the Colony of Hongkong.

The Colonial Secretary seconded and it was read a first time.

RATING LAWS.

The Attorney General moved the First reading of a Bill entitled An Ordinance to consolidate and amend the laws relating to Rating.

The Colonial Secretary seconded and the bill was read a first time.

CRIMINAL LAW.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Criminal Law as regards certain indecent outrages and assaults.

The Colonial Secretary seconded and it was read a first time.

TRUSTEES.

The Attorney General moved the first reading of a Bill entitled An Ordinance to consolidate and amend the Laws relating to Trustees.

The Colonial Secretary seconded and the bill was read a first time.

SUPREME COURT.

The Attorney General moved the first reading of a Bill entitled an Ordinance to amend and declare in certain respects the law to be administered in the Supreme Court.

The Colonial Secretary seconded and the bill was read a first time.

CIVIL PROCEDURE.

The Attorney General moved the First reading of a Bill entitled An Ordinance to repeal various Statutes relating to Civil Procedure or Matters connected therewith.

The Colonial Secretary seconded and the bill was read a first time.

PLEADING IN THE CIVIL JURISDICTION.

The Attorney General moved the First reading of a Bill entitled an Ordinance to establish a Code of Procedure for the Regulation of the Process, Practice, and Mode of Pleading in the Civil Jurisdiction of the Supreme Court of the Colony.

The Colonial Secretary seconded and the bill was read a first time.

DEFENCE CONTRIBUTION.

The Attorney General moved the first reading of a Bill entitled An Ordinance to repeal and re-enact with amendments The Defence Contribution Ordinance, 1896.

The Colonial Secretary seconded and the bill was read a first time.

BANKRUPTCY.

The Attorney General moved the Second reading of the Bill entitled An Ordinance to further amend the Bankruptcy Ordinance, 1891.

The Colonial Secretary seconded and the bill was considered in committee clause by clause. It was then read a third time and passed.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council meeting, the Colonial Secretary presiding.

The following votes were agreed to.

The Governor recommended the Council to vote a sum of Fourteen thousand Four hundred and Twenty-nine Dollars and Sixty-three Cents ($14,429.63) to meet the cost of repairing the damages done by the recent typhoon.

ABSTRACT.

Medical Department,—		
To replace bamboo sun blinds,.....	$ 207.50	
To replace stores, medicines and sundries destroyed at Taipo...	81.00	
		$ 228.50
Police Department,—		
Repairs to two Police Launches..		7,740.00
Botanic and Afforestation Department.....		481.13
Public Works Department,—		
Praya Road West $1,000.00		
Hospital Sheds, Kennedy Town.....	850.00	
Telephones	700.00	
Sheds at Taipo	1,500.00	
Lighthouse repairs, &c.	1,500.00	
Miscellaneous	370.00	
		5,920.00
Total		$14,429.63

The Governor recommended the Council to vote a sum of One thousand Four hundred and Forty Dollars ($1,410) to cover, during the current year, the cost of increases of salaries of Mr. Moore and Mr. Mackie, Student Interpreters.

The Governor recommended the Council to vote a sum of Two hundred Dollars ($200) to provide additional support for boats' davits in the Lighthouse Steam Tender *Stanley*.

The Governor recommended the Council to re-vote the following sums being unexpended balances of the votes for 1900 under the heading "Public Works Extraordinary":—

Completion Improvement Wongneichong Ground	$ 3,138.10
Expenses in the New Territory	609.28
Yaumati Nullah	1,263.33
Chair Shelter at Peak.....	900.00
Disinfector Station and Quarters.....	1,957.79
Starling Inlet Police Station, ...	1,371.83
Causeway and Pier in Deep Water, Taipo, ...	2,969.28
Sookunpo Latrine, ...	2,155.34
Public Latrines, ...	2,709.35
Sewerage of Victoria,.....	1,644.48
Total,.....	$18,712.77

The Governor recommended the Council to vote a sum of one thousand one hundred and forty-five dollars ($1,145) to cover the losses of houses and furniture done by the fire at Tai O on the 2nd instant.

That was all the business.

HARMSTON'S CIRCUS.

Yesterday afternoon a Matinee was given at the circus, and in the evening the same programme was again produced before a good attendance. The circus still continues to find favour in the eyes of the Chinese, and they never seem to tire of it to judge from the attendence present there every evening. Too much praise cannot be given to the performance of Miss Nellie Love and her brother in their exhibition of wire walking. The young pair must have gone through a large amount of steady and hard practice to have attained such proficiency. Master Willie Harmston-Love goes through some clever tricks on the wire, such as picking up his handkerchief, putting on his hat, etc, and right well he does it. The Sisters Frezagondas still remain in public favour, as the large amount of bouquets they receive every evening from their numerous admirers alone testifies. They are pretty and graceful dancers and in their bright red dresses they make a very pretty quartette. The Jansons are quite a new novelty in the Colony, and their skilful performances are wonderful, and alone are well worth a visit to the circus. Indeed it is plainly visible everywhere in the circus that neither money nor pains have been spared by the popular manageress Mrs. Harmston-Love to make it a success, and she is to be complemented on her excellent artistes.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE EDUCATION QUESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—I am greatly interested in the question of the pressing want of a school for children of European parents where they would be free from the influence of Chinese. With reference to the Bishop's remarks on the subject I feel sure that many of the poorer Europeans cannot afford to send their children to Europe to be educated, and it comes as a great hardship to them having no means of obtaining an education for them without their being associated with the Chinese and other Asiatics. I am equally certain that many a poor European would be glad to save and pinch a bit in order to send his children to a purely European school, and so the institution would be certain to pay. That seems to be the great outcry of the Hongkong Officials. They are willing to spend any amount of money on the Chinese, but directly anything comes up in which the Britisher wants a little consideration, the question of expense is always brought forward. There may be great objections to class legislation but European schools for European children appeal as a distinct and passing want to

Yours truly,

ANTI-CONTAMINATION.

Hongkong, January 31st, 1901.

AT THE MAGISTRACY.

LARCENY.

Wing Wah Hing, unemployed, no fixed abode, stood before Mr. Hazeland this morning on two charges of stealing clothing from the house 36, Third Street, and also with stealing a hand sewing machine, value $20, on the 15th inst.

Sergeant Sim and others gave evidence. The defendant pawned the goods and the Sergeant found the pawn ticket on him.

His Worship passed sentence of a month's hard labour on each charge, three months in all.

* * *

LARCENY.

Ho Tak, coolie, stood before Mr. Kemp this morning, charged with stealing 8 pillow boxes, value $16. He had a previous conviction and His Worship sentenced him to two months' hard labour. The man was seen carrying a bag and, on examination, the stolen goods were found to be inside.

* * *

PAWNING GOODS FALSELY.

The same man was charged with neglecting to give his true name and address whilst pawning a thing.

That was a serious charge, as he gave a false name.

Sentence of four months hard labour was passed on this charge.

THE PHILIPPINES.

WHAT THE FILIPINOS SAY AND THINK.

According to the official reports which find their way into the American papers, the war in the Philippines is fast drawing to a close. But this has been said ever since the first collision between the American troops and the Filipinos took place and now, close on two years after, matters are little better than they were at first.

In the course of a letter from Manila, a Filipino points out that guerilla bands are giving the Americans much trouble and are inflicting more loss upon them than when the war was carried on in a regular manner. The writer goes on to say that despite the prediction of the Peace Commission to the effect that once President McKinley came into power the so-called insurrection would die a natural death within a short period, the rebellion still goes merrily on and shows no signs of abating.

The Amnesty Proclamation has turned out to be a fiasco, too, having had not the slightest effect towards inducing the Filipinos to lay down their arms, and the writer of the letter says that the drastic measures now being adopted by the United States Authorities serve to drive his countrymen to desperation rather than induce them to bow to the yoke of the Americans. "The result," says he," will be the same as in 1896, when the Spanish General Polavieja, with the shooting of Filipinos, torturing and other damages inflicted on their persons or properties, drove thousands and thousands into the insurgent ranks."

The Filipinos say that amongst those deported to Guam, the Mariannes and Honolulu is Signor Mabini, as well as many others who have never borne arms against the Americans. The Filipinos are already beginning to look upon Mabini as a second Rizal, and his deportation is not likely to assist the American cause. It is also stated that many persons have been imprisoned on suspicion of sending money abroad to be used in the Filipino cause, when as a matter of fact it was simply being sent out of the country for the support of children or relatives who are being educated or maintained in foreign countries. The Filipinos deny that the guerillas are supported from outside sources.

The letter which we quote asserts that the Americans have refused to allow anything that might remind the Filipinos of their wished-for independence to be used. Hence a lithographic establishment has had its stones seized and broken because it was printing labels for cigars and cigarettes bearing the Filipino colours and this arbitrary act is said to have taken place without any warning. Later on a warning was sent to all the lithographic establishments in Manila forbidding the printing of any work which contained any symbol or words which might remind the Filipinos of the rebellion. A notice was also sent to the shops on the Escolta prohibiting the sale of any article of jewellery bearing a Filipino flag, emblem, or Aguinaldo's photograph. It is also said that women have been arrested in Manila for wearing dresses of red, white, and blue, the Filipino colours, while jewellery containing these three colours is not allowed to be worn. The sale of photographs of Dr. Rizal has been prohibited and all his works have been banned. It is also said that a lithographer named Chofrè has been arrested for issuing a calendar bearing the name *El Independiente*, (The Independent.)

The letter goes on to quote various instances of oppression on the the part of the Police, which, if a quarter of them are founded upon fact, go to show that the Filipinos are everywhere receiving the most scurvy treatment. To sum up the whole it does not appear as though the Americans have yet succeeded in making the impression that they would wish upon the the Filipinos. So far they only appear to have succeeded in exasperating them still further, and it is hardly to be expected that the rigorous policy now being adopted will improve matters. As we have frequently pointed out, the United States began with a big mistake and they have been plunging deeper into the mire ever since.

BLUE FUNNEL CONNECTION WITH AUSTRALIA.

NEW STEAMSHIP SERVICE.

The following reference to the new service of the O. S. S. Co., to Australia, appears in an Australian contemporary:—

Arrangements have been completed for the vessels of the well-known Ocean Steamship Company managed by Alfred Holt and Co., London, to enter the Australian trade. These boats are not altogether strangers to South Australian waters. A couple of years ago in the wool season one of the line visited Port Adelaide; last season there were two to come, and the owners evidently being satisfied with the prospects of trade, laid on five boats this season. One of these, the *Orestes*, has already been dispatched, and a second, the *Machaon*, is due next week. As giving an idea of the carrying capacity of these vessels it may be mentioned that the *Machaon* will have on board on arrival 18,000 bales of wool and 3,000 tons of concentrates; in fact it is quite within the bounds of the possible that she will list one of the biggest cargoes yet despatched from these parts. So far as is known it is proposed to run a monthly service between Australia and Liverpool and London, and thus not only will the colonies be provided with additional tonnage, but direct trade with the north of England will be encouraged. The boats of the line do not appear on the refrigerated list, but from the fact that a contract has already been entered into to carry apples during the season, it is evident that steps will be taken to fit up insulated space. The fleet of the company at present comprises 33 steamers.

BRITISH MEDICAL ASSOCIATION.

A meeting of the Hongkong Branch of the above Association was held at Dr. Jordan's office, Prince's Building, at nine o'clock last evening. Dr. Stedman was in the chair and after the official business had been gone through, Dr. J. C. Thomson read a very interesting paper on "Malaria with special reference to Local Conditions."

The lecturer traced the discovery of the malarial mosquito from the first and described the work and investigations carried on by the various authorities on the subject. By means of diagrams he showed the life history of the malarial parasite, tracing it from its birth in the stomach of the malarial Mosquito through all its stages until it was transferred to man and again returned to the mosquito to complete the cycle. Diagrams, drawn to a very large scale, were exhibited of the malarial mosquito (*Anopheles*) and of the harmless or non-malarial variety (*Culex*), while the larval form of each insect was also illustrated. Dr. Thomson also dwelt upon his researches into the various species of mosquitos found in the Colony and on what he considered to be the best method of eradicating the pest and thus reducing, if not eradicating, malaria. He also described the different methods of treating cases of malaria with the various arguments for and against their adoption.

Unfortunately, Dr. Thomson's paper was of so lengthy a nature that there was not sufficient time for a discussion to be held, and consequently this had to be postponed to some future date. At the conclusion of the lecture a very fine series of specimens were shown, including microscopic slides of infected blood, slides showing the parasites and their insect hosts, and a very fine series of the insects themselves, both living and mounted, including the larvae of both *Anopheles* and *Culex*.

At the conclusion of the meeting a very hearty vote of thanks was accorded to Dr. Thomson for his very interesting paper by the members present, who numbered nearly forty. We wish that Dr. Thomson could be induced to repeat his lecture in a popular form before the Odd Volumes Society, for we are sure that were he to do so he would win over many of the public to take an interest in the Malarial Mosquito, and this could not fail to induce many of them to lend their assistance to him in conducting his investigations.

THE HONGKONG, CANTON AND MACAO STEAM-BOAT CO., LTD.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company, on Tuesday, the 5th February, 1901, at 12 o'clock, noon:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including $42,267.23 brought forward from last account, the sum of $261,580.55 at credit of profit and loss account. From this amount the directors recommend that a dividend for the half-year of 8 % on capital, $96,000, and a bonus of 2 %, or $24,000, be paid to shareholders, that $40,000 be written off the book value of steamers and launches, and that $50,000 be placed at credit of equalization of dividend fund, leaving a balance of $51,580.55 to be carried forward to new account.

It is also recommended that $70,000 be transferred from the Investment fluctuation account to the equalization of dividend fund which, with the appropriation of $50,000 from profit and loss account, will then stand at $150,000, leaving at the credit of the Investment fluctuation account $161,753.68 an ample sum to meet any possible depreciation of value in the stocks held by the Company.

As there seemed to be no immediate prospect of working the West River trade remuneratively, it was deemed advisable to dispose of the steamers *Wuchow* and *Samshui* and four lighters, and the difference between the book value of the company's share of these vessels and the amount realised appears in the accounts now presented.

The *Nanning*, the first of the light draft stern wheel steamers built for the Canton-Wuchow trade, commenced running in November last, and the sister ship *Sainam*, it is expected, will be ready to take the line some time in February.

Upon leaving the Colony Mr. E. Goetz resigned his seat at the Board and Mr. P. Witkowski was nominated by the directors to fill the vacancy. This appointment requires confirmation by the shareholders at this meeting.

The retiring Auditors, Messrs. A. O'D. Gourdin and F. Henderson, offer themselves for re-election.

J. J. KESWICK,
Chairman.

Hongkong, 25th January, 1901.

Assets.

December 31st 1900.	$ cts.
Value of steamers *Powan*, *Honam* and *Heungshan* and 3ths of *Fatshan*	712,500.00
Value of steam-launches *Lungshan* and *Lungkiang*	45,125.00
Payments on account of stern-wheel steamers *Nanning* and *Sainam*	69,652.00
Value of lighters *Sun Lee* and *Wo Lee*	12,000.00
Value of wharves, hulks, and Moorings	75,141.62
Value of properties at Wuchow and Kongkun	8,346.77
Value of coal, stores, and spare gear	13,375.51
Value of furniture	750.00
Value of shares in public companies	610,154.00
Value of Chinese bonds	1,034.48
Loans on mortgage	720,500.00
Short loan on security	15,000.00
Cash with the Hongkong and Shanghai Banking Corporation	48,061.49
Interest accrued to date	1,821.43
Insurance premia paid for the year 1901	47,406.62
Sundry debtors	4,985.44
	$2,355,854.36

Liabilities.

December 31st 1900.	$ cts.
Amount of capital, 80,000 shares of $15 each, fully paid up	1,200,000.00
Amount at credit of depreciation and insurance fund	600,000.00
Amount at credit of equalization of dividend fund	30,000.00
Amount at credit of investment fluctuation account	231,753.68
Unclaimed dividends	19,589.00
Sundry creditors	12,931.13
Amount at credit of profit and loss account	261,580.55
	$2,355,854.36

PROFIT AND LOSS ACCOUNT.

Dr.

December 31st, 1900.	$ cts.
To amount paid for repairs to steamers	16,283.15
To Directors' and Auditors' fees	3,250.00
To balance to be appropriated, viz:—	
Dividend at 8 per cent. and bonus of 2 per cent. on $120,000 ...$120,000.00	
To be written off book value of steamers & launches	40,000.00
To be carried to equalization of dividend fund	50,000.00
To be carried to new account	51,580.55
	261,580.55
	$ 281,113.68

Cr.

June 30th, 1900.	$ cts.
By amount brought forward from last account	42,267.23
December 31st.	
By net earnings of steamers	170,313.49
By difference between book value and price realized for Company's share of steamers *Wuchow* and *Samshui* and for lighters	26,759.28
By interest on Investments	41,685.18
By transfer fees	88.50
	$ 281,113.68

DEPRECIATION AND INSURANCE FUND.

Dr.

December 31st, 1900.	$ cts.
To balance	600,000.00
	$ 600,000.00

Cr.

June 30th, 1900.	$ cts.
By amount at credit	600,000.00
	$ 600,000.00

EQUALIZATION OF DIVIDEND FUND.

Dr.

December 31st, 1900.	$ cts.
To balance	30,000.00

Cr.

June 30th, 1900.	$ cts.
By amount at credit	9,000.00
December 31st 1900.	
By amount brought forward from profit and loss account for half year ending 30th June, 1900	21,000.00
	$ 30,000.00

T. ARNOLD, Secretary.

E. & O. E.

Hongkong, 28th January, 1901.

We have compared the above statement with the books, vouchers, and securities of the Company, and certify the same to be correct.

A. O'D. GOURDIN,
F. HENDERSON, } Auditors.

AUTOMOBILISM IN THE SOUTH AFRICAN WAR.

Col. R. E. B. Crompton, Electrical Engineer Volunteers, who has been employed on the staff in South Africa, and who was sent home by Lord Roberts to advise the British war office on the use and organization of traction engines for war purposes, gave some interesting details of his experience of automobilism as he saw it in the field.

Col. Crompton said that when he went to South Africa he had a strong mandate to keep his eyes and ears open on all matters connected with automobilism. When he arrived at Capetown he found that there was a most excellent service of traction engines, under the command of Col. Templar, taking all classes of goods from the ships to the various railways and camps near Capetown. The engines were working magnificently, but in those early days of the war there was a sort of fear that the use of mechanical means of transport was still an experiment. In dealing with the newer form of locomotion it was necessary to get some engines up to the front. This was done by considering them not as engines for traction, but as being required for electric lighting purposes. Once at the front they were used for transport, and from that time the cause of automobilism had not suffered in South Africa. When Lord Roberts wanted to put heavier guns into a position which was difficult, he always sent for traction engines. The engines did twice whatever the Boers did and twice whatever the English sailors did although the latter had by great pluck and muscle got guns weighing five or six tons into difficult positions.

The lesson of the war as regarded automobilism was a very striking one. It was this—the whole of the Transvaal was one mass of dead animals, it was impossible to feed them, and they died of starvation. The great outbreak of enteric fever was no doubt caused by the mass of dead and dying animals, but there was not a dead or stinking traction engine in the whole of South Africa. To give an idea of the importance of automobilism he might tell them that about seven weeks back he was managing a line of steam tractions from Pretoria to Rustenburg and they took about 130 tons of food per week for two columns 20 or 30 miles west of Pretoria. Thirty tons of that amount was food for men and 100 tons was for horses and mules. If they could have supplied self-propelled vehicles to the columns they could cut down the weight to about seven or eight tons of fuel in place of the 100 tons of forage. Pretoria two months ago was starving, and if they could have got 20 tons of food per week for human beings they would have been in clover, but that 20 tons had to go on in fodder for the horses. It would be found, if it had not been already proved, that all the heavier things, such as guns, wagons, engineers' park, etc., had been and could be transported most successfully by self-propelled machines, either steam or oil. There was a much more difficult question.

It was his ambition to do something to relieve the English cavalry man and mounted infantry man of the huge weight the horses had to carry. He wanted to introduce into the service some light vehicle that could accompany the cavalry and mounted infantry and carry part of the weight which killed the horses and destroyed the mobility of the British army. He saw no difficulty in producing a 25-cwt. engine to carry its two tons of load to follow the mounted troops in all places where wheeled carriages could go. As an instance of what traction engines had done in South Africa, Col. Crompton stated that he had seen engines gallop a 10-ton gun up a gradient of one in five.

THE CROCODILE'S NEST.

A crocodile measuring about 22 feet was shot at a place called Sarang Boya, writes a Batu Pahat correspondent to the *Straits Times*. On cutting it up the remains of a human skeleton (skull and thigh bones) were found in the stomach. This place, the name of which in Malay means "crocodile's nest," is so infested with these reptiles that even large Malay boats or Chinese tongkangs are afraid to anchor in the bay, as crocodiles have been known to climb up boats and carry away men asleep in them.

CURIOUS LAW SUIT.

CHRISTIAN SCIENTISTS TO "WILL."

A FAVOURABLE VERDICT.

A strange case of Christian Science is attracting great attention in New York. The relations of Miss Helen Brush, a wealthy woman who died a few months ago, recently brought an action in the Surrogate's Court to have her will set aside on the ground of undue influence. Miss Brush died of consumption after a long illness, during which several Christian healers tried in vain to effect a cure. Shortly before death she destroyed a will leaving her property to relations, and made another bequeathing nearly her entire estate to Christian Scientists. Several healers who have been called as witnesses have caused considerable amusement by declaring that consumption is only a condition caused by diseased imagination and is curable by love. Small-pox and other contagious maladies, they said, were merely errors of the mortal mind, and could be cured by right thinking. It was for this reason that many contagious disease were never reported to the health authorities. This later piece of news naturally caused great consternation. It is asserted that half a million Christian Scientists all over the United States have been called upon to concentrate their thoughts on the Surrogate, Mr. Fitzgerald, who is trying the case, to induce him to decide in their favour. The result of this psychological experiment is being awaited with great interest.

KISSING THE GOVERNOR'S WIFE.

The *Daily Chronicle* says:—"Lord Ampthill is taking to Madras with him as A. D. C. his wife's young half-brother, the Hon'ble Robert Lygon, who holds a commission in the Guards, and has lately been serving at the front. It is to be hoped that the good people of the 'benighted Presidency' may not be shocked by any Government House scandal such as one which occurred in Bombay a few years ago. In that case the Governor's wife was leaving the capital on a trip to Poona, and her excellency was accompanied to the station by a good-looking military man who had been seen hovering about Government House. Just before the train started the man took her ladyship into a quiet corner of the special carriage, threw his arms around her neck and kissed her! Several inquisitive people on the platform watched the performance and thought of the poor deceived Governor, who was away somewhere laying a foundation-stone. News of the scandal spread like wildfire, and the excitement in Bombay reached a high pitch before it was found that the incautious lover was his excellency's A. D. C., and the fond young brother of the good lady who presided at Government House."

The *Bombay Gazette* gives another version of the story. It appears Lady Harris gave her brother, Captain St. Leger Jarvis, who was A.-D.-C., a sisterly salute on Poona station. One of his excellency's guard-of-honour was heard very improperly to exclaim: "I say, Bill, there's 'er ladyship a kissin' of the A.-D.-C.". His next number in the ranks commented on the ignorance displayed by the other Tommy—"Garn,'e's 'er bruvver."

POST OFFICE "DONT'S."

Don't write the address on labels that have to be tied on parcels. They often come off.

Don't write the address in red ink on brown paper. It is illegible by gas light.

Don't send game, etc., without any wrappings. The effect on other people's property is disastrous.

Don't trouble the Post Office to weigh your parcels. They have plenty to do, and you can do it yourself.

Don't send perishable articles in thin cardboard boxes, or, if you do,

Don't say unkind things about the Colonial Post Office when you hear of their arrival in a damaged condition.

Don't send parcels badly tied up; they are a more fertile source of worry and hindrance to the unlucky officials who have to deal with them than almost anything else.

THE "JIM CROW" CAR LAW.

The decision of the United States Supreme Court, upholding the Kentucky statute that requires railroads to furnish separate cars for white and coloured passengers, has directed attention to a peculiar phase of the race question in the South. A coloured passenger on the Chesapeake and Ohio Railroad in Kentucky sought entrace to a car reserved for white passengers. Being refused admittance, he brought against the railroad company the suit in which this decision is given. In the opinion of the Boston *Journal*, the deciston is one that will not commend itself to "friends of liberty and fair play." "It is cruelly unjust," maintains this paper, "that a person should be discriminated against in public conveyances for no better reason than the colour of his skin." The leading negro paper, the New York *Age*, is very indignant at the decision, and declares:

"We can not for the life of us see how the Supreme Court can uphold such pronounced and mischievous and vicious class legislation as the separate car legislation. It is against the letter and spirit of the Federal Constitution and works direct and burden-some vitiation on the law of contract. Such legislation would not be tolerated by any other race element of the citizenship and it will not be always tolerated by us.

"The Supreme Court has always been and is the most dangerous coordinate branch of our system of government."

Of course the Southern papers take a very different view of the matter. Says the New Orleans *Daily Picayune*:

"The fourteenth amendment to the Federal Constitution guarantees equal political and social rights to whites and negroes, but it does not confer any franchise either upon whites or negroes to secure these rights at the expense of the other. Equal rights, without discrimination, mean simply equal accommodation and treatment; but it does not mean taking away from one to give to the other. Separate but equal accommodation fulfils the meaning of the constitutional provision, and separate cars, with equal provision for each race, satisfy the constitutional requirement. The courts justly refuse to construe the law so as to force either race into intimate association with the other."

"The decision in the Kentucky case," observes the Atlanta *Journal*, "knocks another hole in the Federal civil rights law, which is now about as dead as it ever will be."—*Literary Digest*.

CALIFORNIAN TIN.

A rich lode of tin ore is reported as having been found in Southern California. A tunnel has been driven in 65 feet and there is a dyke of ore seven feet in thickness in the face of the tunnel. Assays show the ore to run from 3 to 6 per cent. This mine is but 20 miles from the Temescal mine—owned by a British syndicate—which, after having shipped £150,000 of tin, closed down for the alleged reason that it did not pay. The opinion is general that the mine failed to pay because of poor management.

THE 10-PDR. AND THE POMPOM.

(*Pioneer.*)

The last reports received from home regarding the new 10-pounder breech-loading mountain gun and carriage are very satisfactory. The equipment has been handed over to the mountain battery at Newport for drill trials, and a detachment which had drilled with it for only two or three days, easily beat a detachment handling the present 2.5 muzzle loading gun, as regards "assembling" the gun and coming into action. The 10-pounder fires cordite and the difficulty about the recoil seems to have been completely overcome. The rearmament of the whole of the mule batteries in India, the home of the mountain-gun, should be pressed forward vigorously. It will be something gained if four batteries are re-armed as promised by April 1st 1901. The use of cordite will be an immense gain, not only in the greater range obtained, but also because an enemy will be unable accurately to locate a battery in action. As we know, in South Africa the present guns could not be used, as the smoke from the black powder betrayed their position.

While on this subject of artillery, we may note that India is also to get some batteries of pom-poms at an early date; but the value of this pattern of gun must not be over-estimated. The Vickers-Maxim automatic quick-firer has a moral, rather than a material effect in action. Its seven shells follow each other in rapid succession, and explode by concussion on striking the ground; but the fragments on bursting are so small, that unless the explosion takes place actually in a group of men or horses, but little damage is done. Against a line of skirmishers, or even a brigade advancing in open order, the pom-pom is ineffective. Its fire is decidedly trying to the nerves of men at first, but our troops in the Boer war soon got to know that it was a case of the bark being worse than the bite. The lay public have got an exaggerated idea of the Vickers-Maxim, owing to sensational statements by war correspondents. Thus Dr. Conan Doyle in his book *The Great Boer War* writes regarding the battle of Colenso:—"Up yonder among the boulders there arises a horrible quaking, a dreadful monotonous hyæna laugh, which comes from the worst gun of all, the malignant one-pounder Maxim, the hateful pom-pom!" Vivid picture, but drawn with too free a hand. Twice only during the war did the pom pom do any great damage: at Modder River where the Maxim of the Scots Guards was caught napping and the gun detachment and gun were wiped out; and at Spion Kop, where our men were clustered together with little or no cover. As a range-finder for heavier artillery, the pom-pom is admirable; and the best description we can give of it is that it is the jackal of the field-gun.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.159
Thermometer	59.7
Humidity	74.
Rainfall	1.54

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.16	30.07
Temperature	66	67
Humidity	77	79
Rainfall	—	—

TO-DAY.

Thursday, 31st January, 1901.

Chinese—*12th of 12th moon of 26th year of Kwang-su.*

Sun—*Rises*	6hr. 42min.
Sets	5hr. 40min.
High water—*Morning*	8hr. 27min.
Afternoon	6hr. 38min.
Low water—*Morning*	1hr. 20min.
Morning	11hr. 18min.

ANNIVERSARIES.

1606—Guy Fawkes executed.
1863—Sailor's Home, Hongkong, opened.
1887—Loss of the C. M. Co.'s steamer *Howsang* off Dodd Island, near Amoy.
1895—Outer forts of Wei-hai-wei captured by the Japanese.
1898—Engineers' strike terminated.

TO-MORROW.

Friday, 1st February, 1901.

Chinese—*13th of 12th moon of 26th year of Kwang-su.*

Sun—*Rises*	6hr. 41min.
Sets	5hr. 40min.
High water—*Morning*	0hr. 6min.
Afternoon	7hr. 29min.
Low water—*Morning*	2hr. 7min.
Morning	0hr. 28min.

ANNIVERSARIES.

1814—Great eruption of Moyon Volcano in the Philippines.
1841—Inhabitants of Hongkong declared British subjects.
1843—Foundation of Masonic Hall laid.—
1878—Armed attack by Chinese robbers on on Ap-lichow.
1895—Wei-hai-wei citadel Captured by the Japanese.
1897—Chinese Imperial Post Office opened.
1899—Fire at Shanghai.
1900—The last of the British Court at Japan. Large Meeting of Bench and Bar at Yokohama.

AGENDA.

TO-DAY.

9 p.m.—Sharp. Harmston's Circus at the Recreation Ground (near the Race Course.)
Cargo ex *Malacca* subject to rent.

TO-MORROW.

N. P. Co.'s steamer *Olympia* leaves for Victoria, B.C., and Tacoma via Shanghai etc.
8.30 for 9 p.m.—Precisely. Regular Meeting of the Zetland Lodge at the Freemasons' Street.
9 p.m.—Sharp. Harmston's Circus at the Recreation Ground (near Race Course.)
9.30 a.m.—Mility Memorial Service at St. John's Cathedral.
Cargo ex *Sutsang* subject to rent.

SATURDAY 2nd.

C. & O. Co.'s steamer *Kvarven* leaves for San Diego & San Francisco via Shanghai.
11.30 a.m.—Memorial Service at St. John's Cathedral.
Noon—P. & O. S. N. steamer *Peninsular* with mails etc. leaves for London.
(About)—P. & O. S. N. Co.'s steamer *Perramatta* leaves for Shanghai.
4 p.m.—O. & O. Co.'s steamer *Monmouthshire* leaves for Portland (Or.) and San Francisco *via* Inland Sea etc.
Cargo ex *Mayuna* subject to rent.

MONDAY, 4th.

9 p.m.—Public Auction of Crown Land.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Parramatta*) 2nd prox.
German (*Hamburg*) 5th prox.
German (*Kiautschou*) 5th prox.
American (*City of Peking*) 6th prox.
Tacoma (*Tacoma*) 12th prox.
American (*Gaelic*) 13th prox.
Canadian (*Empress of Japan*) 17th instant.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan*, left Vancouver p.m., Monday, the 28th inst., for Hongkong *via* the usual ports of call.

* * *

The N. Y. K.'s steamer *Kanagawa Maru*, (European Line) left Kobe *via* Moji for this port yesterday, the 30th inst., and is expected to arrive here on Wednesday, the 6th inst.

* * *

The C. M. S. N. Co.'s steamer *Tsenkai*, from Glasgow and Liverpool left Singapore for this port yesterday, the 30th inst., and may be expected here on or about Monday, the 4th Feb.

* * *

The N. P. S. Co.'s Silk ex steamer *Victoria*, arrived in New York on the 29th inst., also this Company's steamer *Duke of Fife*, arrived at Tacoma from Hongkong and Japan on the 29th inst.

* * *

The P. M. S. S. Co.'s steamer *City of Peking*, with Mails, &c., from San Francisco to the 8th inst., *via* Honolulu, arrived at Yokohama, and will leave for this port to-morrow morning *via* Inland Sea, Kobe, Nagasaki and Shanghai.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

S.M.S. *Hansa*	at	Kowloon	Dock.
S.M.S. *Luchs*	"	"	"
U.S.S. *Isla de Luzon*	"	"	"
H.M.S. *Brisk*	"	"	"
Empress of India	"	"	"
Garonne	"	"	"
Lothair	"	"	"
Nanyang	"	"	"
U.S.S. *Albany*	"	Cosmopolitan	"
Eastern	"	"	"
Chowfa	"	"	"
Daphne	"	"	"
Loyal	"	"	"
Hansa	"	Aberdeen	"
Kvarven	"	"	"

* * *

PASSED THE CANAL.

Outward—4th January—*Bombay, Glengarry, Dresden, Deucalion.* 8th January—*Bingo Maru, Teenkai, Bithynia, Rajaburi.* 11th Jan.—*Ernest Simons, Silesia, Reynolds.* 15th Jan.—*Candia, Hector, Pyrrhus, Queen, Eleanor, Eton, Gallia, Kiautschou.* 18th Jan.—*Tamba Maru, China, Chittagong, Flandria.* 22nd January—*Khalif, Stentor, Nurnberg, Tonkin, Roland, Nithsdale.* 25th January—*Annam Kelvindale, Tangita.* 29th January—*Bayern, Bombay, Glenarney, Halle, Glenesk, St. Andrews.*

Homeward—18th Jan.—*Antenor, Ulysses, Socotra, Ambria.* 25th Jan.—*Prinz Heinrich, Frankfurt.* 29th January—*Oceanien, Shinano Maru, Aragonia.*

Arrivals at Home—16th Jan.—*Norwood, Ajax, Meiles.* 19th Jan.—*Lawhill, Manuel, Llaguno, Dresden.* 23rd January—*Ashmore, Gallia, Sobraon, Inaba, Maru, Silesia.* 30th January—*Antenor.*

Shipping.

Arrivals.

ARIEL, Norwegian steamer, 994, C. M. Rasen, 30th Jan.,—Canton 30th Jan., General.—Order.

THALES, British steamer, 820, A. Robson, 31st Jan.,—Swatow 30th January, General.—Douglas, Lapraik & Co.

PENINSULAR, British steamer, 3,047, T. Leigh, 31st Jan.,—Shanghai 29th Jan., Mails and General.—P. & O. S. N. Co.

AMIRAL CHARNER, French cruiser, 4,750, Bashine, 31st Jan.,—Nagasaki 28th Jan.

Clearances at the Harbour Office.

Saikong, British str., for Samsui.
Kwanglee, British str., for Shanghai.
Eastern, British str., for Shanghai.
Guthrie, British str., for Port Darwin.
Olympia, American str., for Moji.
Keongwai, German str., for Swatow.
Tsintau, German str., for Singapore.
Dunav, Austrian str., for Chefoo.
Germania, German str., for Singapore.
Volute, British str., for Manila.
Sibiria, German str., for Yokohama.

Departures.

Jan. 31, *Diamante*, British str., for Manila.
Jan. 31, *Decima*, German str., for Saigon.
Jan. 31, *Albenga*, German str., for Shanghai.
Jan. 31, *Haihao*, French str., for Hojhow.
Jan. 31, *Keongwai*, German str., for Swatow.
Jan. 31, *Firebrand*, British gunboat, for Canton.
Jan. 31, *Pronto*, German str., for Saigon.
Jan. 31, *Kwanglee*, British str., for Shanghai.
Jan. 31, *Guthrie*, British str., for Australia.
Jan. 31, *Maria Teresa*, Austrian str., for Shai.
Jan. 31, *Germania*, German str., for Singapore.

Passengers—Arrived.

Per *Thales*, from Swatow—Mr. and Mrs. Thomson, Rev. G. Johnson, and 81 Chinese.

Departed.

Per *Diamante*, for Manila—Mr. F. A. Sherman, Mrs. Lolis and servant, Miss Lolada and servant, Mr. O. E. Ballin, Mrs. K. Yamaguchi, Mrs. T. Okamoto, Mr. F. J. Codz, Miss Romero and servant, Master S. Bonagan, Messrs. A. A. Montagne, Pollard's Lilliputian Opera Co. T. Matsuki, Mrs. H. S. Wallace, Mrs. J. M. Baker, Messrs. H. W. Newhall, B. Shewaram, C. Jones, 18 Chinese and 3 Chinese firemen for s.s. *Brand*.

SHIPPING REPORTS.

Capt. A. Robson, of the steamship *Thales*, from Swatow, reports:—Fine and clear throughout, with moderate N.E. monsoons and moderate sea. Vessels in Swatow:—*Sithan, Glenfallock, Pakshan, Hoihow, Chihli, Tamsui*, and *Pechili*.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Parramatta	Singapore	Feb. 2nd
Tartar	Yokohama	Feb. 2nd
Teenkai	Singapore	Feb. 4th
Hamburg	Japan	Feb. 5th
Kiautschou	Singapore	Feb. 5th
City of Peking	Japan	Feb. 6th
Kanagawa Maru	Moji	Feb. 6th
Silesia	Shanghai	Feb. 8th
Tacoma	Tacoma	Feb. 12th
Gaelic	San Francisco	Feb. 13th
Empress of Japan	Vancouver	Feb. 17th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing request that they will urge the managers of shipping firms to give orders to their clerks to furnish this office with the former already supplied mails with the latest available information every day.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU ..... F. Davies	KOBE and YOKOHAMA	TO-MORROW, 1st Feb., at Daylight.
YAMAGUCHI MARU..... T. Murai.....	BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 1st Feb., at Noon.
KANAGAWA MARU ..... J. McKenzie.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Feb., at Daylight.
TAMBA MARU ..... J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 15th Feb., at Daylight.
SADO MARU..... W. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Feb., at Daylight.
ROSETTA MARU ..... N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb., at Noon.
KASUGA MARU ..... E. W. Haswell.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Feb., at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 30th January, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SILESIA* ..... Bahle	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	9th February.	Freight and Passage.
FREIBURG ..... Proesch	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 28th February.	Freight.
SAXONIA ..... Jäger	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 5th March.	Freight.
BAMBERG ..... Jacobs	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th March.	Freight.
SIBIRIA* ..... Braun	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 25th March.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 7th Feb., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th January, 1901. [9

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 14th Feb., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 12th Mar., at Noon.
City of Rio de Janetro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 6th April, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 14th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 22nd January, 1901. [8

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 16th January, 1901. [3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PENINSULAR,"

Captain T. Leigh, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay WITHOUT Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 19th January, 1901. [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 23rd Feb., at Noon.	
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.	
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 13th April, at Noon.	

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 29th January, 1901. [8

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Olympia	2,837	J. Truebridge	Feb. 1
Tacoma	2,811	A. Dixon	Mar. 1
Victoria	3,502	J. Panton ...	Mar. 8
Duke of Fife ...	3,821	J. S. Cox.....	Mar. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.

Hongkong, 19th January, 1901. [4

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.
Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Kvarven.....	.....	Saturday	Feb. 2
Belgian King...	3,379	Wednesday	Feb. 6

THE Steamship

"KVARVEN,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 2nd February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 24th January, 1901. [49c

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

ST. PAUL, American ship, Capt. Trost. [136

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
NAGASAKI and YOKOHAMA.....	"WUHU"	2nd February.
MANILA, CEBU and ILOILO.....	"KAIFONG"	5th February, at 4 P.M.
MANILA.....	"SUNGKIANG" ...	9th February.
MANILA	"CHANGSHA"	15th Feb., at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"CHANGSHA"	15th Feb., at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st January, 1901. [51c

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON.....	"PROMETHEUS"...	Day	5th February.
"	"ALCINOUS"	Pulford	19th February.
"	"IXION".....	Robinson	5th March.
LIVERPOOL..... (Taking Cargo at LONDON RATES).	"GLAUCUS".....	.....	16th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 24th January, 1901. [12

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE OREGAN RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO,
VIA
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"MONMOUTHSHIRE,"

Captain Kennedy.

This Steamship will be despatched on SATURDAY, the 2nd February, at 4 P.M., for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M., the day previous to sailing. Parcel packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.)

For further Information as to Freight rates, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 30th January, 1901. [130c

OREGON AND ORIENTAL STEAMSHIP COMPANY.

FOR PORTLAND (OR.) VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

THE Steamship

"MONMOUTHSHIRE,"

Captain Kennedy, will be despatched on SATURDAY, the 2nd February, at 4 P.M.

This Steamer has Superior Accomodation for Passengers and a duly qualified Surgeon is carried.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 30th January, 1901. [134c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 5th February, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th January, 1901. [130c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"POLARSTJERNEN,"

will be despatched for the above Port, on or about the 5th February and will be followed by the S.S. "FOLMINA," about the middle of February.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 26th January, 1901 [4

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 6th Feb., at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 23rd January, 1901. [103c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 13th February.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 30th January, 1901. [132c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 1st February, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 31st January, 1901. [135c

To be Let.

TO LET.
With Immediate Possession,

NO. 6, RICHMOND TERRACE (a Six-Roomed House).

Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.

Hongkong, 11th January, 1901. [52c

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [130

Intimations.

WANTED.

WANTED about the 25th February, 1901, a Competent EUROPEAN NURSE to take charge of Three Children (aged Four years, Two and a Half years and Ten months, respectively) on voyage to England. Passage and Expenses paid. References required.

Apply by Letter to
"W,"
27A, Beach Street, Penang.

9th January, 1901. [44c

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899 [93

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION, RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

WOMEN LAWYERS IN FRANCE.

PARIS, December 22nd.

Mlle. Jeanne Chauvin failed to present herself on Thursday to be sworn in as a lawyer, thus disappointing a large and fashionable audience gathered to witness the ceremonies. Mme. Petit is the only woman so far who has taken advantage of the new law. Mlle. Chauvin will do so next week.

A correspondent called on both ladies to inquire how they liked the law. Each was installed in a fine office, and each has a secretary and a typewriter in buttons.

Mme. Petit was compelled to open offices separate from her husband, the French bar regulations forbidding partnerships, on the ground that they tend to make the profession mechanical.

Mme. Petit showed a correspondent a pile of more than 200 requests for her services, which had arrived since she was admitted to practice. They were mostly from ladies. Divorce cases were comparatively few.

Mlle. Chauvin also acknowledges a great demand for her services, but says that, excepting in two or three cases with opportunities to establish a brilliant reputation, she will not practice this year, her time mostly being taken up with a professorship at a girls' university.

Both ladies were astonished to find that most of the thieves and murderers now in prison are sending urgent appeals to them, evidently thinking their womanly charm will count with a jury.

ONE TOO MANY.

The Rev. C. Pierrepont Edwards, known to Londoners as the 'Fighting Parson,' has written as follows to W. T. Stead:—

'Sir, I have duly received your scurrilous communication, for which I do not thank you. After the first feelings of indignation and digust have passed away, a feeling of supreme satisfaction and intense thankfulness possesses me as I reflect that while the British Empire has produced 250,000 men who have proved themselves 'heroes on the battlefield and gentlemen at all other times,' it has produced only one Stead, who will never be a hero and cannot be a gentleman.

May the relative proportion of heroes and gentlemen to Steads never be altered.'

ANECDOTES OF CELEBRITIES.

Major J. B. Pond, who has managed the most important lecturing tours given within the last twenty-five years, has gathered many of his interesting experiences with "celebrities" into a book entitled "Eccentricities of Genius." The book is purely anecdotal and personal, and nearly every page has a tempting bit of incident or characterization.

Speaking of Bill Nye, the humorist, Major Pond tells of their first meeting at Laramie. He writes:

"I used my dinner hour to call on William. I asked a man to direct me to Bill Nye's office, and he replied, 'Just over that livery stable,' pointing across the way. I started across the street. Just over the road doorway of the stable hung a sign painted in black letters on a plain board:

'Laramie Boomerang
Walk Down the Alley
Twist the Gray Mule's Tail
Take the Elevator Immediately.'

"I went into the sanctum and found Nye writing at a plain table at the far side of the room, quite unaware of my presence. From photographs and descriptions I knew him by his back, and at once exclaimed: 'Hello, Bill!'

"Nye rose from his seat and replied similingly: 'Hello, Jim! I guess this is Jim Pond. How are you, Major?'"

Major Pond relates the way in which Anthony Hope, the author, first became known. He writes:

"Anthony Hope Hawkins was discovered by Robert Barr, who first went to London in the interests of the Detroit *Free Press*. One night Barr, then editing *The Idler* with Jerome K. Jerome, met a thin, pale, bald young barrister, who talked so charmingly about books that Barr, who is big, burly, bouncing, and straightforward, asked him:

"'Do you do anything of the sort?'

"Mr. Hawkins confessed, with a blush, that he did when not painfully busy.

"'I'll come and read some of 'em to-morrow,' said Barr.

"And he did. After he had read the last sheet, he said:

"'Say, Hawkins, how much have you got like this?'

"'Considerable.'

"'Want to sell it?'

"'Why—why, yes! I'd like to.'

"'How much do you want a thousand words?'

"Hawkins was amazed. 'Oh, I don't know,' he said, 'would a pound be too much?'

"Barr laughed. 'You don't know much about this business, do you?' he asked.

"'Absolutely nothing.'

"'Well,' drawled Barr, 'I'll give you several pounds a thousand, and we'll start publishing right away.'

"Beneath the title of each sketch Mr. Hawkins had written: 'By Anthony Hope.'

"'Ought I to put my last name there?' he asked.

"'It doesn't make any difference about the name,' answered Barr, 'it's the stuff that counts.'

"And count it did."

Dr. Conan Doyle, when he came to America and lectured in Boston, on his arrival there, had an experience which made the creator of Sherlock Holmes curious. He told the story himself in 1894 at the Aldine Club, which runs as follows:

"I arrived in Boston and alighted from the train almost into the arms of a dozen cabbies. One of them had a dog-eared book peeping out of his pocket, and I instinctively called him, saying as I got in: 'You may drive me to Young's, or Parker's—perhaps.'

"'Pardon me,' said the cabbie, 'I think you'll find Major Pond waiting for you at Parker's, sir.'

"What could I do, but stare and acquiesce by taking my seat speechlessly? We arrived, and the observant cabbie was at the door. I started to pay my fare when he said, quite respectfully:

"'If it is not too great an intrusion, sir, I should greatly prefer a ticket to your lecture. If you have none of the printed ones with you, your agent would doubtless honour one of your visiting cards, if penciled by yourself.'

"I had to be gruff or laugh outright, and so said: "'Come, come, I am not accustomed to being beaten at my own tricks. Tell me how you ascertained who I am, and you shall have tickets for your whole family, and such cigars as you smoke here in America, besides.'

"'Of course we all knew that you were coming on this train—that is, all the members of the Cabmen's Literary Guild,' was the half-apologetic reply. 'As it happens, I am the only member on duty at this station this morning, and I had that advantage. If you will excuse other personal remarks, your coat lapels are badly twisted down-wards, where they have been grasped by the pertinacious New York reporters. Your hair has the Quakerish cut of a Philadelphia barber, and your hat, battered at the brim in front, shows where you have tightly grasped it, in the struggle to stand your ground at a Chicago literary luncheon. Your right overshoe has a large block of Buffalo mud just under the instep, . . . and stencilled upon the very end of the 'Wellington,' in fairly plain lettering, is the name, 'Conan Doyle.'"—*Literary Digest.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Adams, A. H.	Moore, P. J.
Adams, J.	Millar, J.
Ath, G. P. D.	Mohammed, P. S.
Ahlmann, X.	McDowall, J.
Anderson, J.	McNamara, B.
Anderson, Mrs. A.	Moyi, Miss
Andrews, D. A.	Moody, Dr. C.
Bush, D. F.	McConnell, A. E.
Beddulph, Lieut. L. S.	Menrell, Capt. W.
Bryan, R.	McCallough
Bun Heung	Moutnenaix
Blomfield	Muller, P.
Barry, Capt. J.	Marquis, N.
Bohm, O.	MacBain, G.
Bailie, J. J.	Macalpm
Baites	Meissuer, T.
Barclay, Mrs. T.	Mackrchnie, W. E.
Brander, W.	Mathews, Mrs. W.
Brockman	Mackenzie, A. C.
Bosenberg, W.	McWilliams, Miss
Bradburry, G. W.	Mayer, E.
Brown, H.	Majer, Mrs.
Bicarhonat, W.	Montilla, B.
Barbey	Martinez
Bronson, O. C.	Murdalthal, C. S.
Bishop, E. M.	Mills, Mrs. I.
Benn, A.	Moore, J. W.
Bashan, E. H.	Norton, E. C.
Cassalond, D.	Negol, G. P.
Callsen, F. W.	Neave, Mrs.
Cox, Mrs.	Nicholson, H. J.
Chisholm, G. P.	Nanson, R. C.
Cambell, W. G.	Oldham, G.
Cotton, Dr. A.	O'Dell, F.
Cambell, Mrs. J.	Oldenberg,
Cooper, F. C.	Powers & Co., R. H.
Cops, Mrs. J. H.	Pow Long & Co.
Corah, A. M.	Panegeon, Mrs.
Chevers, W. G.	Paterson, J. B.
Clark, Mrs. F. R.	Pomery, Miss
Caulfield, W. T.	Perzal, J.
Cooper, E.	Piry, A.
Coke, Dr. G. H.	Priechard, H. O.
Colegrove, R.	Parks, W.
Clarkson, G.	Paulding, G.
Curren, T. B.	Pasucal, F.
Coleman, F.	Patyn, J.
Cartlidge, J.	Robinson, C.
Dupignac	Rennie, F.
Draper, W.	Reid, Capt. C. F.
Dandort	Rialton, J.
Dawson, Mrs. P.	Renori, C. J. B.
Duriot	Ripton, Segt. F.
Datema, Capt. E.	Rohr, W.
Dimitrios, J.	Rising, F. H.
Dallas, H.	Ricci & Co.
Dessalla's	Ross, Miss M. J.
Darnell, H. B.	Rafter, Major J. A.
Duckmantou	Richardson, J. F.
Evans, J. H.	Raustzen, E. P.
Embden, M.	Reys, G.
Ellis, Mrs. F.	Reynell, W.
Fawcett, G.	Ross, A. J.
Fowler, C. M.	Rodrigus, A. C. F.
Fung Kee	Roberts, A. W.
Fernandez, D.	Richardson, J.
Gleeson, R.	Raeburn, M.
Gorden, J. N.	Ross, A.
Gradzizki,	Reid, J. G.
Gillis, Mrs. G.	Shaw
Gedaljy.	Samborn, F. G.
Coelz, F.	San Fat Sen
Girling, G. R.	Skinner, W.
Gillespie, J.	Spence, Lieutenant. H, H. C.
Girling, A.	Spence, M.
Gullcom, Mrs. S. C.	Simon, Dr. M.
Gurtrude	Skordahl, J.
Geansy, B.	Scott, G. M.
Hearder, E. H.	Smith. H. M.
Hawkmatria	Shariff, Miss M. S.
Houstin, Miss R.	Salisbury, J.
Harding, C. L.	Spindaller & Co.
Hakney, W.	Scott, C. H.
Hindrichs, W.	Smith, C. I.
Hinderkoper, J.	Smith, B.
Hodder, S.	Sheppard, T. M.
Hughes, G. H.	Scott, W. G.
Jong Gee	Stevens, R.
Jackson, Capt.	Souzac, J. A.
Joseph	Schilling, G. M.
Jones, G. H. B.	Sundt, H.
Kiraulioff, A. T.	Suzuike, S.
Kahnunsky, S.	Todd, Capt. J.
Kong Ah Muoy	Trumpt, E.
Krater, W.	Thorne, Miss M.
Lauro, C. S.	Tomé, T.
Lewis, H. W.	Tchang, M. J.
Little & Co., D.	Thomson, C. H.
Lyall, Hill	Tiberi
Lusbany, R. J.	Taussing Mrs. E. D.
Lopez, Miss E.	Upton
Luc	Upham, M. U.
Lange, W.	Williamson, T. H.
Lynch, G.	Watson, H. G.
Lisettle, A.	Walters, A.
Launder, W.	Wallance, F.
Lewis, R. C.	Weston, C.
Luk Cheuk Man	Westrop Miss E.
Lee, Mrs. L.	
Leslie, H.	

List of Registered Covers in Poste Restante.

Allam Thu Con & Co.	Kaplin, N.
Attias, T. S.	Kumraz Khan
Ackermann & Co., R.	Knappstein, O.
Abonne, S. A.	Kamman Singh
Adam, Miss	Kurozuni K.
Aziz Khan, Lapis	Koff, F.
Abdul Khan	Kienis, Miss A.
Anthony.	Kelly, M. J.
Abdul Rahman	Liaco, Cheang
Aldny Khan.	Lopes, Da. C. J.
Arjun Singh	Lowe, W. S.
Auzulatos, G. N.	Lam, Aron
Afzal Khan	Leopold, Herrn
Bukh Mahomed	Little, Mr.
Butchen Singh	Ladha Singh,
Bagoo	Lovait, Miss
Bagat Singh	Mandigs, A. L.
Buckie, P.C. 585.	Maula Bux
Brandt, C.	Mahomed Akbar
Bakan Singh	Manga Khan
Bhagwan Singh (3)	Musa Khan
Baksha Singh	Mohamed Khan
Bishen Singh	Mangude Singh
Brown, G.	Makend Singh
Brandt, F.	Mehta, C. E.
Bauer, E.	Munshi Hussain Shah Sahib
Brown, Itrik	
Budha Khan (2)	Modla Singh
Bull, P. Galvao	Moller, W. A.
Bonnet, F.	Mulla Singh
Carrington, J. C.	Mondini, Ph.
Cadiend, Miss J.	Mannington, A.
Cotewall, H. R.	Noble, Lt. W.
Connell, J. J.	Nicoll, Miss A.
Chandi Singh	Naden, Thomas
Coy, C.	Nazal Khan
Cooper, A. J.	Nalillo Bux
Carum Baksh, (Umballa)	Nihull Singh
Calcutta Turf Club.	Olbes, F.
Caine Road No. 29	Owper, Geo.
Chandar Pal Singh	Ortiz, C. (3)
Crews, J.	Perica, F.
Danenberg, E.	Pierra, D.
Davies, D.	Pino, F. Lara y (3)
Eldred, Mrs. (5)	Plant, J. S. (2)
Etienie, Gagillo	Philipp, L.
Elashal, E.	Pitry, H.
Evans, Capt. C. H.	Pate, Percy
	Rajaram Singh
	Rahim Alli (2)
	Roza, A. M. R. C.
	Ridont, J. T. H.
	Rustam Khan
	Ressurreccion, M.
	Rongier, I.
	Rosouro, Miss Lucila
	Rennie, A. H.
	Stern, B. (2)
	Shaminsky, S.
	Sultan Mahomed
	Smulas, H.
	Saloon, A. J.
	Sato, T.
	Sahay Khan
	Saifa
	Said Mahomed
	Sassoon, P.
	Stanford, Mrs. M.
	Sturdy, E. V.
	Stevenson, F.
	Solomon, L. P.
	Thomson, Charles
	Thornhill, Capt.
	Teves, Mariano.
	Tomas, C. F.
	Telvier
	Utter Singh
	Umetami, N.
	Vallance, Mrs.
	Watts, F.
	War Singh
	Wan Pau Yau
	Yonsen, Mrs.
	Young, F. H.
	Zaira, M. M. de

List of Registered Covers for Merchant Ships.

S.S. *Amigo*	F. Wallat.
" *Bellerophon*	K. Morgan.
" *Bergenhaus*	Capt. J. H. Svendsen. (2)
" *Brand*	Capt. J. Thornsen.
S.S. *Carthage*	M. L. Miguon.
" *Calchas*	H. C. Beasley.
" *Calchas*	Mr. Carefull.
" *Changsha*	Capt. Tom Moore.
S.M.S. *Gefion*	Rollmann.
S.S. *Glasgow*	B. Domenico, A.B.
" *Glenogle*	Mr. Clements.
" *Haiching*	E. F. Gibson.
" *Hainan*	F. Claussen.
" *Kashing*	G. Hooker.
" *Kirkfield*	G. Dubren.
" *Menelaus*	J. Ambrose (6)
" *Milos*	A. Hausen (2)
" *Minto*	Abdool Karim Ebrahim.
" *Munchen*	W. Rummler.
Ship *Nevelle*	Capt. D. Steven.
S.S. *Ningpo*	J. L. Manthie.
Ship *Norwood*	S. Takake.
Ship *Sierra Estrella*	S. Cruston.
S.S. *Sydney*	A. Lagrange.
" *Tsingtau*	D. Wessels. (2)
" *Tsinan*	W. H. Wilson.
" *Ulysses*	H. Weldon. (2)
" *Ulla*	M. England.
" *Vienna*	C. McLay.
" *Wongkoi*	C. Schuuz.

Intimations.

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTION FOR DEALING WITH THEM.
BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY
BY
Mr. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.
PRICE 50 CENTS.
Hongkong, 1st June, 1900.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters,
Hongkong, 22nd April, 1802.

THE NEW FRENCH REMEDY.

THERAPION.

This succesful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, *QUEEN'S ROAD*,
Watson's Building. [43

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [32

NEW GOODS.

PLENTY
IN
HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April 1900. [41

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER.

$2.50 per Bottle.

H. RUTTONJEE,
5, D'Aguilar Street and
21 & 22, Elgin Road, Kowloon.
Hongkong, 21st January, 1901. [34

NOTICE OF REMOVAL

BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 27th April, 1900. [34

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [40

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901 [16c

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstinate Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Co., Paris. Sold by all Chemists

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply, to
W. STUART HARRISON,
Manager.
Hongkong, 13th December, 1900. [29

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. JEYES' FLUID THE BEST DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [37

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the Issue of this interesting souvenir will soon be exhausted.
Hongkong, 1st June, 1900.

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [43

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, *ex* S.S. *Zaida*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 31st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Superintendent.
Hongkong, 25th January, 1901. [5

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"MOYUNE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 2nd February, at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 26th January, 1901. [121c

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 26th January, 1901. [7

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 1st February, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 29th January, 1901. [121c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"MARIA TERESA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Trieste, *ex* S.S. *Imperatrix* transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 5th February, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th February, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 29th January, 1901. [107a

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [40

The Share Market.

LATEST QUOTATIONS.

(*January 31st*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	350 % premium
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders...	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$245 buyers
China Traders' Ins. Co., Ld.	$ 25	$56 sales
North China Ins. Co., Ld.	£ 25	Tls. 180
Yangtsze Ins. Assoc. Ld.	$ 60	$115 buyers
Canton Ins. Office, Ld.	$ 50	$150 sales
Straits Ins. Co., Ld....	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$315 sellers
China Fire Ins. Co., Ld.	$ 20	$82 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$35 sales
Indo-China Steam Navigation Co., Ld.	£ 10	$109 buyers
China & Manila S.S. Co., Ld.	$ 50	$72 sellers
	$ 20	$31 sellers
Douglas Steamship Co., Ld.	$ 50	$46 sellers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)...	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)...	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10	$20½ sellers
	$ 2½	$6½ sellers
"Shell" Transport & Trading Co., Ld. ...	£ 1	£3.4.0
Refineries.		
China Sugar Refining Co., Ld.	$100	$120 buyers
Luzon Sugar Refining Co., Ld.	$100	$39 sales
Mining.		
Punjom Mining Co., Ld.	$ 8	$3½ buyers
Punjom Mining Preference Shares	$ 1	$1.20 sales
Société Française des Charbonnages du Tonkin	Fcs. 250	$325 sellers
Queen Mines, Ld. ...	25 cts.	5 cents
Jelebu Mining and Trading Co., Ld. ...	$ 5	$6 sellers
Raub Australian Gold Mining Co., Ld. ...	17s. 10d.	$47 sellers
Olivers Freehold Mines, Ld. A	$ 5	$2
Olivers Freehold Mines, Ld. B	$ 5	$1.10 sellers
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	5 cents
Do. (Preference)	$ 1	30 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	625 % premium buyers
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$89 buyers
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$62½ buyers
New Amoy Dock Co., Ld.	$ 6¼	$21½ buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½ sales
Hongkong Land Investment & Agency Co., Ld.	$100	$200 sellers
Kowloon Land and Building Co., Ld...	$ 30	$28 buyers
West Point Building Co., Ld.	$ 50	$49 sellers
H'kong Hotel Co., Ld.	$ 50	$125 buyers
Oriente Hotel Co., Ld.	$ 50	$82½ sellers
Humphrey's Estate & Finance Co., Ld. ...	$ 10	$13 sales
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld...	$100	$15 sellers
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 50
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 55
Laou-kung-mow Cotton Spinning & Weaving Co., Ld...	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325 buyers
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited ...	$500	200 % premium
La Comercial, Ld. ...	$500	100 % premium
Manilans Limited ...	$100	5 % premium
La Favorita ...	$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$19½ sales
China-Borneo Co., Ld.	$ 15	$33 buyers
A. S. Watson & Co., Limited	$ 10	$16 sales
Watkins, Limited ...	$ 10	$10½ sellers
Hongkong Electric Co., Limited	$ 10	$12½ sales
Hongkong Electric Co., Limited	$ 5	$6½
Hongkong and China Gas Co., Ld.	£ 10	$118 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$165 sales
Geo. Fenwick & Co., Ld.	$ 25	$59 sellers
H'kong Ice Co., Ld.	$ 25	$178 sellers
H'kong High-Level Tramways Co., Ld.	$100	$196 buyers
Dairy Farm Co., Ld.	$ 6	$7 buyers
Hongkong and China Bakery Co., Ld. ...	$ 50	$55 buyers
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld. ...	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$7½ sales and [buyers
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co. Ld.	$ 5	$3
Universal Trading Co., Ld.	$ 5	$5½ buyers
H.K. Steam Waterboat Co., Ld.	$ 5	$5

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

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Glover, Mr. C.	Smith, Mr. D. A.
Goddard, Capt.	Stevens, Mr. G. R.
Godschaux, Mrs. and Miss	Stevens, Mr. H. Goyne
	Stewart, Mr. E. H.
Gotte, Mr. R.	Taylor, Mr. D. G.
Grant, Mr. John	Tutheely, Mr. W., U.S.V.
Hamersly, Mr. B. F.	
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Collard, Col.	Morris, Major & Mrs.
Comrie, Mr. A. F.	Newall, Mr. Stuart G.
Crookenden, Col.	Oakley, Mr. H. E.
Dann, Mr. G. H.	Oakley, Miss
Ezekiel, Mr. J. S.	O'Gorman, Col. The
Forbes, Mr. Andrew	O'Gorman, Madam
Fraser, Colonel A. R.	Oppenheim, Mr. J.
Graham, Mr. D. M.	Perry, Major
Griffin, Major W. W., R.A.	Pollock, Mr. H. E.
	Scott, Capt. Percy, C.B.
Harston, Dr. and Mrs. G. M.	Scott, Mrs. Percy
	Seaman, Mr. J. F.
Hays, Mr. J.	Shellim, Mr. Edward
Hughes, Col. G. A.	Shepherd, Mr. E. B.
Layton, Mr. B.	Sinclair, Mr. A.
Lee, Mr. J. E.	Tomlin, Mr. G. L.
Mackie, Mr. C. Gordon	Wheeler, Col.
McCarthy, Mrs., and child	Wheeler, Mr. H. B.

CRAIGIEBURN.

Anderson, Mr. Jas.	Hamilton, Lt.-Col. H.
Callaghan, Capt.	Hamilton, Mrs.
Canton, Staff-Surg. H.	Prynne, Capt.
Canton, Mrs.	Ross, Mr. John A.
Clarke, Capt. A. C., R.N.	Sharp, Mr. and Mrs. E. H.
Clarke, Mrs.	Stricker, Mr. A.
Crouch, Mr. J. W.	Volpicelli, Consul

KOWLOON HOTEL.

Alexander, Mrs. H.	Godchaux, Miss J.
Clart, Mr. Geo.	Perkins, Mr. and Mrs. Harvey
Collins, Mr. J. M.	
Cory, Mr. Frank	Shillington, Mr. L.
Fitzhardinge, Mr. W.	Thomson, Mr. & Mrs.
Godchaux, Mr. & Mrs. J.	Wittmuss, Capt.

EXCHANGE.

Hongkong, January 31st.

ON LONDON,	Telegraphic Transfer	1/11⅛
"	Bank Bills, on demand	1/11 15/16
"	Credits, 4 months' sight	2/0⅛
"	D'ments, 4 months' sight	2/0⅛
ON BERLIN,	(demand)	M.2.04
ON PARIS,	Bank Bills, on demand	2.50
"	Credits, 4 months' sight	2.56
ON NEW YORK,	Bank Bills, on demand	48
"	Credits, 30 days' sight	49
ON BOMBAY,	Telegraphic Transfer	148
"	On demand	149
ON SHANGHAI,	Telegraphic Transfer	72
"	Private 30 days' sight	nom.
ON YOKOHAMA,	T.T.	1¼ % pm.
Sovereigns, Bank's Buying Rate		$10.10
Gold Leaf 100 touch, per tael		51.50
Bar Silver		28 3/16
Dollars		nom.

OPIUM QUOTATIONS.

Hongkong, January 31st.

New Patna	$865	per chest.
New Benares	875	"
New Malwa	810	per picul.
Old Malwa	820/830	"
Persian, paper tied	800/820	"

VESSELS IN PORT.

Steamers.

AMERICA MARU, Japanese steamer, 3,460, P. H. Going, 20th Jan.—San Francisco 29th Dec., and Shanghai 24th Jan., Mails and General.—J. S. Van Buren.

BELGIAN KING, British steamer, 2,170, Thos. L. Weiss, 25th Jan.—San Francisco 16th Dec., General.—Butterfield & Swire.

CHEU, American steamer, 648, A. Inchuasgarri, 18th Jan.—Iloilo 14th Jan., Wood.—Holliday, Wise & Co.

CHOWFA, British steamer, 1,055, J. Williamson, 12th Jan.—Bangkok 6th Jan., Rice and Circus.—Yuen Fat Hong.

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 30th Jan.—Tamsui 27th Jan., Amoy 28th, and Swatow 29th, General.—Mitsui Bussan Kaisha.

DAPHNE, German steamer, 1,290, Th. Nissen, 16th Jan.—Swatow 15th Jan., General.—Siemssen & Co.

DUNAV, Austrian steamer, 1,004, N. Colazio, 21st Jan.—Singapore 10th Jan., Wood.—Sander, Wieler & Co.

EASTERN, British steamer, 2,500, Winthrop Ellis, 26th Jan.—Sydney via Port Darwin and Manila 3rd Jan., General.—Gibb, Livingston & Co.

ELSA, German steamer, 1,702, Schönwandt, 11th Jan.—Moji 13th Jan., Coal.—Jebsen & Co.

EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 22nd Jan.—Vancouver 31st Dec., and Shanghai 19th Jan., Mails and General.—C. P. R. Co.

FAUSANO, British steamer, 1,410, T. A. Mitchell, 28th Jan.—Java Ports 17th Jan., Sugar.—Jardine, Matheson & Co.

FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.—Moji 30th Dec., Coal.—Mitsui Bussan Kaisha.

FOON MOON, German steamer, 1,870, Wallis, 29th Jan.—Canton 29th Jan., General.—Order.

HAILOONG, British steamer, 783, H. Bathurst, 30th Jan.—Pakhoi 28th Jan., General.—Douglas Lapraik & Co.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 30th Jan.—Iloilo 26th Jan., Sugar and Hemp.—Butterfield & Swire.

KUTSANG, British steamer, 1,495, R. C. D. Bradley, 26th Jan.—Java 16th Jan., Sugar.—Jardine, Matheson & Co.

KVARVEN, Norwegian steamer, 1,574, I. Kaniz, 13th Jan.—Portland, Or. 2nd Dec., Flour and Lumber.—Butterfield & Swire.

LOYAL, German steamer, 1,237, Lorenzen, 4th January.—Saigon 1st Jan., Rice.—Sander, Wieler & Co.

MACHEW, German steamer, 995, J. E. Farrell, 29th Jan.—Bangkok 21st Jan., and Swatow 28th, Rice.—Melchers & Co.

MACDUFF, British steamer, 1,882, R. Glegg, 25th Jan.—Moji 20th Jan., Coal.—Dodwell & Co., Ld.

MONGKUT, German steamer, 859, C. Müller, 28th Jan.—Bangkok 21st Jan., Rice.—Butterfield & Swire.

MONMOUTHSHIRE, British steamer, 1,871, J. Kennedy, 26th Jan.—Portland, Or. 27th Jan., General.—P. M. Stevens & Co.

NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan.—Mauritius 29th Dec., and Singapore 14th Jan., Sugar.—Siemssen & Co.

OLYMPIA, American steamer, 1,730, J. Truebridge, 22nd Jan.—Tacoma 24th Dec., General.—Dodwell & Co., Ld.

PAX, Belgian steamer, 1,207, E. Damster, 30th Jan.—Manila 24th Jan., General.—Melchers & Co.

SANDAKAN, German steamer, 1,374, A. Brundsletter, 24th Jan.—Sandakan 17th Jan., Timber.—Melchers & Co.

SIBIRIA, German steamer, 3,618, F. Braun, 28th Jan.—Hamburg 7th Dec., and Singapore 22nd Jan., General.—Siemssen & Co.

SUISANG, British steamer, 1,776, E. J. Tadd, 29th Jan.—Calcutta via Penang and Singapore 22nd Jan., General.—Jardine, Matheson & Co.

TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan.—Moji 6th Jan., Coal.—Mitsui Bussan Kaisha.

TSINTAU, German steamer, 1,002, T. Sanders, 29th Jan.—Swatow 28th Jan., Ballast.—Siemssen & Co.

TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 29th Jan.—Kutchinotzu 24th Jan., Coal.—Mitsui Bussan Kaisha.

VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.—Otaru (Japan) 21st Dec., Coal.—H. & H.

YAMAGUCHI MARU, Japanese steamer, 2,058, T. Murai, 30th Jan.—Moji 25th Jan., Tea box and Matches, &c.—Nippon Yusen Kaisha.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hernnring, 14th Oct.—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept., Coal.—Government.

LOTHAIR, Italian bark, 972, Bozzo, 19th Jan.—from Callao, Ballast.—Order.

PIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil.—Order.

NEREUS, German ship, 1,714, Beake, 30th Dec.—Cardiff 8th Aug., Coals.—Master.

ST. PAUL, American ship, 1,824, Treat, 29th Jan.—New York 9th Sept., Kerosine.—Standard Oil Co.

WEST YORK, British bark, 706, Forster, 13th Jan.—Rajang via Borneo and Sarawak 1st Jan., Timber.—Sam See Ching.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 31st, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16-6 inch q.f. guns, Capt. G. H. Cherry, R.N., Amoy.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, Shanghai.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Hongkong.

Blenheim, 1st class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Captain Henderson, left England, 17th January.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Brisk, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart., Hongkong.

Britomart, British gunboat, 710 tons, Comdr. P. Walter, Foochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Hongkong.

Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.

Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. R. Goode, Hongkong.

Phœnix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,800 tons, Capt. Andrew, Macao.

Asporn, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S.N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Macao.

Zenta, Austrian cruiser, 2,500 tons, Captain Kala, Bangkok.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Goprianoff, at Nagasaki.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rosbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sivatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Smeaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vastoch, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Janitchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,280 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sobtchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Straus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.

* Flagship of Rear-Admiral F. V. Dubossoff.

‡ Flagship of Rear-Admiral Reonnoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hansa*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Hongkong.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, Shanghai.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Taku.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Hongkong.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 320 tons, Capt. V. Pullen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.

** Flagship of Rear-Admiral Geissler.

*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, Saigon.

Comete, gunboat, 473 tons, Capt. Loliel, at Canton.

Decidet, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Teshmatt, Saigon.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 300 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Hongkong.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Taku.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt.-Comdr. D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, at Manila.

Nashville, U.S. cruiser, at Nagasaki.

Newark, U.S. cruiser, 4,089 tons, Comdr. McCalla, at Taku.

New-York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Taku.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku.

Elba, Italian cruiser, 2,720 tons, Capt. Cacconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, Japanese battleship, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sasebo.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idsumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,764 tons, 15 guns, 2,400 h.p., at Shanghai.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenouchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Sasebo.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Sasebo.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Sasebo.

Akagi, 620 tons, 10 guns, 700 h.p., at Kure.

Atago, 620 tons, 10 guns, 700 h.p., at Taku.

Maya, 620 tons, 10 guns, 700 h.p., at Kure.

Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.

Soko, 572 tons, 4 guns, 300 h.p., at Sasebo.

Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Chinto, 490 tons, 5 guns, 472 h.p.

Chinsei, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.

Shinonome, 279 tons, at Kure.

Yugiri, 279 tons, at Takeshiki.

Shiranuki, 279 tons, at Kobe.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.

Obow, torpedo-catcher, 318 tons, Capt. Camada, at Japan.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.

Fuso, at Kure.

Naniwa, at Yokosuka.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.

(used as gunnery training ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns.

(used as training ship.)

Manjiu, sailing-ship, 877 tons, 6 guns,

(used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima.

(used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.

(used as a hulk.)

Jingei wooden paddle steamer, 1,465 tons, 2 small guns.

(used as torpedo training ship.)

Post Office.

A Mail will close:—

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia*, to-morrow, the 1st Feb., at 11 A.M.

For Singapore, Colombo and Bombay—Per *Yamaguchi Maru*, to-morrow, the 1st Feb., at 11 A.M.

For Haiphong—Per *Hailoong*, to-morrow, the 1st Feb., at 11 A.M.

For Shanghai—Per *Lienshing*, to-morrow, the 1st Feb., at 2 P.M.

For Moji—Per *Tsurugisan Maru*, on Saturday, the 2nd Feb., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Peninsular*, on Saturday, the 2nd February, at 11 A.M.

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